

## PEARY'S POLAR QUEST.

Explorer's Plans to Pierce Region of Eternal Silence.

### FEELS CONFIDENT OF SUCCESS.

Lieutenant Tells How and Why He Will Go and How He Proposes to Accomplish His Purpose—Hundred Days' Dash to Solve Geography's Last Tremendous Secret.

When James Creelman, the staff correspondent of the New York World, interviewed Lieutenant Robert E. Peary, who is to make another attempt to reach the north pole, he asked him the following questions: "Why do you want to go to the north pole? And if you get there what good will you have done?"

"The intrepid explorer replied in part: 'I want to finish my life work. I want my country to have the honor of solving the last great problem in geography—to succeed where all others have failed.'

"I have often been asked what good there was in discovering the north pole. I admit that there are no dollars and cents in it—that is, I can see none. From a strictly utilitarian standpoint, though, it must be remembered that in getting to the north pole by the Smith's sound or American route I must travel through an area that covers practically all the missing links of arctic knowledge.

"This route lies through Baffin's bay, Smith's sound and the Kennedy and Robeson channels to the north shore of Grantland. There we will be on the shore of the central polar basin, on land a hundred miles nearer to the pole than any other known place in the circuit of the pole. It is a sloping fore- shore, with shoal water off the coast. To the right is the still unsurveyed gap in the northeast coast of Greenland. To the west is a similar gap in the western coast of Grantland. These are the only missing links in the coast lines of the higher arctic regions. Another important service can be rendered to geographic and hydrographic science by soundings on the direct line to the pole to determine fully or partially the character of the polar basin. When these points are filled in it can be said that arctic exploration is practically complete.

"As for the scientific side of the voyage to the pole, no man can tell what a fact is worth until he knows that fact. Every step we take into new territory eliminates ignorance. The human race should never rest content until every part of the land and water surface of the earth has been visited. All geographical mysteries must be solved. It is impossible to say what the value of a seemingly useless fact may be until it has been combined with the rest of the world's knowledge.

"I have seen a statement in the newspapers that the last yacht race to defend the cup cost the American syndicate something like \$300,000. I don't know whether that is true or not, but for a quarter of that sum we can get to the pole. I do not ask for more than \$200,000.

"It is important that my next expedition shall be supported well. I expect to make it the last. Now that the United States government has officially approved of the work, I hope that the national endorsement will result in interesting some man or men to give enough money to insure success.

"I intend that this shall be an American expedition—American in money, in ships and in men. I feel confident that I can reach the north pole now, and I am determined that the undivided credit shall belong to my country."

"But you have been confident of success before?"

"Yes, but I have gone nearer to success each time. The last time I did what I did in spite of my ship. I have never had a ship of sufficient power. All I want is a ship that will take me to the north shore of Grantland at the right season. I will answer for the rest."

"I know the problem well. I know what I have to encounter, and I know just what I need to insure success. I have made longer journeys, counting air line distances, than any other explorer. When my ship reaches the north shore of Grantland I shall be 400 statute miles, or 420 nautical miles, from the pole. The distance to be covered is seven degrees. I have already gone a hundred miles of that distance in a straight line. There is nothing to be seen but ice. What there is at the pole no man knows. In four separate journeys I have traveled greater distances than from Grantland to the pole. My ship was so poor that I could not start out far enough north. In the spring of 1900, my best trip, I covered an air line distance which if I had started from the shore of Grantland would have carried me beyond the pole and back again."

"The situation is easy to understand. If I can get the right kind of a ship—and if I get money enough I know how to get the ship—I can sail on July 1, say, and get to Cape Sabine by the end of the month. I can stay there until September gathering walrus meat, native helpers, dogs and whatever else I need. I can winter on the shores of Grantland and have everything ready to start for the pole at the first return of arctic daylight in February. That would give me 100 or 110 days to reach the pole and get back."

"When I am on the north shore of Grantland I will have 420 nautical miles between me and the pole. I have already demonstrated that I can travel more than that distance in the same conditions. But the trouble was that I

did not start from the shore of Grantland. I did not have a ship that could take me there in time. That is all I need now. The rest of the problem has been worked out in practice. There have been four ships on the coast. I wish to reach—the Albatross, Proteus and Discovery. All I ask for is a ship that will take me the 350 miles that lie between Cape Sabine and the north shore of Grantland."

"I speak with some confidence because I have had more experience in the arctic, have traveled more and lived longer there than any other white man. I know just where to find the reindeer, the musk oxen and the arctic hare. I know every foot of the coast from Cape York to Cape Hecla. I have spent so much time among the natives, have traded so much with them, have given them so many arms and other necessities, have worked so much with them, that I can command the utmost resources and energies of the whole tribe of White Sound Eskimos."

"Having set forth my plans and the reasons I have for feeling confident of success, having received the official endorsement of the United States government and being willing to make any sacrifice necessary for success, it now rests with the patriotic men of my country to furnish sufficient means to make it certain that the honor of discovering the north pole shall belong to America."

### MAYOR LEEDS' AMBITION.

Why Stamford's Executive Will Study Politics at Yale.

Mayor Charles H. Leeds of Stamford, Conn., has decided that his education is not complete and has determined to take a three years' postgraduate course at Yale, says the New York World. He will study political economy and kindred subjects to fit him not only for his present position, but to enable him to assume a higher office if he should be called to it.

In Connecticut politics a Yale degree goes a long way toward making a successful candidate. The first mayor of Stamford, who bore the same name as the present mayor, although he was no relation to him, could write Ph. D. after his name. The present mayor aspires to do likewise.

Mayor Leeds is very wealthy, having inherited a large fortune from his father. He was born in Stamford and received his preliminary education in Kings school, subsequently taking a course at Princeton, from which university he was graduated in 1895. He is thirty years old.

The mayor does not intend to allow his work at Yale to interfere with running the business of the city. He has planned to be a commuter between Stamford and New Haven, beginning with the end of September. The mayor said to a reporter:

"I believe it is the duty of every man to get all the advantages of education he can. I have the time and the inclination and there is no reason why I should not do it, especially as it will not interfere with my position as mayor. A man can't know too much. That's my experience, and I am very fond of study. I go to Yale because I have a choice between Yale and Columbia, and Yale is nearer. I feel that I am losing ground. There is not enough for me to do as mayor, and I want full occupation. There are days at a time when I don't have to go to the mayor's office, and I can improve myself to be ready for any emergency when my term ends. I expect to make what education I may add to my store useful to me and to the people I come in contact with."

### RIGHT FORM FOR WOMEN.

Noted Modiste, Back From Europe, Says They Must Look Snug.

"The baggy blouse waist and the extreme dip belt must go. The woman who would be well tailored must be willing to abandon the style that gives her a fullness under the arms and puffy gatherings at the waist line. She must be willing even to look narrow rather than to be bloated. To be slim and snug and trim is to be the correct form this winter," Mme. Baker, president of the National Dressmakers' association, said the other day.

She illustrated her remarks by black-board drawings for the benefit of several thousand modistes and their guests at the Lexington hotel in Chicago, says the New York Herald. Mme. Baker, who has just returned from a trip abroad, says she knows whereof she speaks.

"The three-quarter length suit coat for women is absolutely not being shown in Paris," continued Mme. Baker. "Long coats are not to be seen except for carriage wear and the theater. The properly dressed woman of fashion will appear in a costume that is very close fitting. She will resemble an eel in sinuosity."

### PAPER UMBRELLAS NEXT.

Sticking Novelties That German Firms Intend to Introduce.

Several German firms in Saxony are making arrangements for manufacturing hats and umbrellas on a large scale from paper, says the Berlin correspondent of the New York World. The paper will be prepared by special process and for the hats will be more or less porous to assist ventilation and be extremely light.

These firms hope to flood the world with their paper hats and umbrellas, which will be sold at extremely low prices. They also anticipate that they will be able to introduce striking novelties in the way of decorations of men's hats, which in their opinion are far too monotonous and dull. Their umbrellas and sunshades are likewise to be brightly colored.

Honor For Inventor of Watches.

In honor of Peter Henlein, the inventor of the watch, a monument is to be erected at Nuremberg.

## TROLLEY SLEEPING CAR

Unique Build of Vehicle Designed For Night and Day Use.

### EASILY TURNED INTO PARLOR CAR

Head of a Boston Railway Syndicate Believes That Two Years Will See Service Between the Hub and New York—The Run Will Be Made in About Ten Hours.

A through electric service between New York and Boston, in parlor, dining and sleeping cars, will be in operation within two years. This is the confident prediction of James F. Shaw, president of the Boston and Worcester Electric railway, says the New York Herald.

Tracks on land owned by a railway corporation are now being built from Worcester to Hartford, a distance of sixty miles. From Hartford this line will be continued to New Haven, forty miles farther. From City Hall square, in New York, a four track line is to run to Port Chester. The line between Port Chester and New Haven will complete the system that will give Boston through service to Gotham.

With the completion of this line it is stated that residents of New York and Boston will be able to take the trip between the two cities in only twice the running time of the present steam railroads at half the expense and in modern sleeping and parlor cars.

Finishing touches have already been put by a Boston syndicate on the first two trolley sleepers ever built, which are to make their first trips during the present month between Indianapolis, Ind., and Columbus, O. Twenty-four more of these cars are in process of construction.

Over the Boston and New York line will run magnificent cars not unlike those that are to be put in operation in the west. The cars are being built by a car company in Indiana which will own and operate these just as the Pullman company owns and operates its cars over the steam roads.

The smallest of the sleeping cars will contain twenty berths. The compartments for each pair of berths are made by dropping mahogany shutters similar to those used in roll top desks. These are drawn out of the sides and floor and dovetail into each other when up, making a perfectly rigid and firm wall with a doorway. The upper berth is let down from the ceiling on the same principle as is used in the Pullman.

Comfortable upholstered chairs, used in the day parlor car, will be combined to make the lower berth bed. Two of these chairs are put face to face. By pressing a spring the arms spread out, the chairs then becoming one box spring mattress bed, four feet wide and seven feet long. Every modern convenience is to be provided for the passengers, even electric hair curlers for women and electric cigar lighters for men. Each compartment will be ventilated separately, and windows will be raised and lowered by pressing a button.

When the night's ride is over the framework of the compartments will be rolled into the walls and into the floor, the beds will be folded into chairs, and the car will be transformed into a vestibuled coach within half an hour.

The combination sleeping and dining cars will have a ten foot apartment added between the berths and the rear dressing room. Temporary tables will be placed between chairs. It is claimed for the sleepers that the sleeping conveniences will be superior to those used in the ordinary Pullman. The cost of riding will be far less than the rates charged in the others. During a night's run from Boston to New York it will be possible to obtain an entire compartment for \$2. Single berths will cost \$2, but two travelers occupying the same compartment can get it for \$1.

Owing to the fact that there will be no children and dust will be obviated, the car windows of the sleeper may be left open all night. Over the Boston and New York electric line the cars will be run at about half the speed attained by the steam roads.

Each car will be fifty to sixty feet long and will cost \$21,000. It will be about two-thirds as heavy as the regulation Pullman sleeper. The power under these sleepers will be four motors, one to each axle, generating 600 horse power and capable of an ordinary rate of sixty miles an hour.

This new development of the trolley is only a natural step in the wonderful progress of electric transportation, and, in fact, has been foreshadowed by experiments in both this country and abroad. Few persons realize that it is only sixteen years since the first "broomstick" car was given a trial.

### Not Planted by Man.

Since the entire destruction of vegetation on the island of Krakatau by the great volcanic outbreak of 1883 a dozen kinds of ferns and more than sixty kinds of other plants have been introduced, the seeds having been conveyed by birds and strong winds, or left on the beach by ocean waves.

What a grand family medicine it is, grand—Ayer's Sarsaparilla.

J. C. Ayer & Co., Lowell, Mass.

## THE BISMARCK LETTERS

Correspondence Between Iron Chancellor and William I.

### GLIMPSES INTO HIDDEN HISTORY.

Close Relations Between the Prince and His Royal Master Brought Out. Neither Was Much Impressed by the Capture of Mexico by the French.

An additional chapter in the history of the world was recently published in New York and London by the Frederick A. Stokes company. It consists of the correspondence between William I. and Bismarck and other letters from and to Prince Bismarck, which have been translated from the German by J. A. Ford, says the New York Times.

These letters, it is stated, are published by the late Prince Bismarck's express desire, as he considered they would show better than can be done in any other way "the unique relationship which existed between him and his august master." The prince also desired that certain of his personal political letters, exchanged with his contemporaries, should be made public, as they were to serve to authenticate and supplement his biography. The prince himself selected these letters, which were found after his death carefully arranged in portfolios.

The capture of the City of Mexico by the French troops in 1863 did not apparently impress either William or Bismarck very forcibly, to judge from the marginal notes they made on receipt of the news. Bismarck on July 12, 1869, wrote as follows:

Your Majesty—I have the honor most respectfully to submit to communication I have just received from Rouher respecting the taking of Mexico and a report from Rothschilde.

Remark in the king's handwriting: He is fortunate!

That William I. had a firm hold of the helm of state may be judged from a letter which he sent to Bismarck Jan. 27, 1863, reading:

I want to remind you, in connection with today's battle, that today is the birthday of my grandson, my second successor. If God so will, which might perhaps be mentioned in a patriotic sentiment, it could be made convenient.

Good luck to you! Make it very clear that the second (lower) house is abusing its rights and is working the ruin of the country; that the upper house has used its rights and has placed itself on the side of the government; defect in the constitution; that here also the king has only to consult his royal duty and works the machine without a budget until the account is subsequently laid before the second chamber and voted.

How well Bismarck carried out his master's will and introduced the "patriotic sentence" can be seen in the following extract from a speech which he made the same day, Jan. 27, 1863, in the landtag. He said:

It is a remarkable coincidence that the discussion of this manifesto which is to be presented to our royal master takes place on the birthday of the youngest presumptive heir to the throne. In this coincidence, gentlemen, we see a redoubled call to enter the lists boldly for the king's rights, boldly for the rights of his majesty's successors. The Prussian king's office has not yet fulfilled its mission. It is not yet ready to become a purely ornamental decoration of our constitution, or to be dovetailed like a dead piece of machinery into the mechanism of the parliamentary regimen.

On Jan. 13, 1870, William I. wrote the following to Bismarck:

Unfortunately I have always forgotten to give you the Victory medal, which should properly have been in your hands first, so I send it you now as the seal of your world historical achievement. Your world historical achievement!

Bismarck's reply shows that he was very grateful. He wrote:

Most Illustrious King, Most Gracious Master—I thank your majesty most respectfully and most sincerely for graciously bestowing on me the Victory medal and for the honorable place your majesty has been pleased to assign to me on this historical monument. The recollections which this impressed document will perpetuate among posterity acquire their special importance for me and mine through the purely ornamental decoration of your constitution, or to be dovetailed like a dead piece of machinery into the mechanism of the parliamentary regimen.

While my self confidence experiences great satisfaction in the fact that it is permitted to me to see my name carried down to posterity under the wings of the royal eagle, which points out to Germany the paths she must tread, my heart is still more gratified by the feeling that I am serving, with God's visible blessing, a hereditary master to whom I am attached with a full and personal love and to gain whose satisfaction is the reward I covet most in this life. With the expression of most respectful and unwavering fidelity, your majesty's most obedient servant till death.

That William I. was also grateful to Bismarck for the latter's services is distinctly shown by his majesty's letter of Feb. 27, 1871, dated from Versailles. He wrote:

I have been unable to come to you yesterday and today, so I take up my pen to congratulate you on the preliminaries to the peace which I again owe to your circumspection, resolution and perseverance. Everybody except France is thanking you, but I most of all, and my thanks I herewith express to you in highest appreciation for this difficult work! If Bordeaux (the French national assembly) was sitting at Bordeaux to listen to reason, we shall crown what has indeed been a bloody, but a glorious and honorable work, which Providence set us to achieve. I thank Providence for granting me such an adviser and such an army! Your most grateful king.

The work is in two volumes. The correspondence with William I. is contained in the first volume. Throughout the volume is shown Bismarck's devotion to the king of Prussia and the latter's great ability to guide the policy of his kingdom and influence the politics of other countries. The letters furnish most valuable glimpses into the hidden history of the days of Bismarck and William I. Volume II of the letters, containing Bismarck's correspondence with other political personages, is equally interesting and furnishes the true explanation of many hitherto misty incidents of the past.



The real heroines of every day are in our homes. Frequently, however, it is a mistaken and useless heroism.

Women seem to listen to every call of duty except the supreme one that tells them to guard their health. How much harder the daily tasks become when some derangement of the female organs makes every movement painful and keeps the nervous system unstrung? Irritability takes the place of happiness and amiability; and weakness and suffering takes the place of health and strength. As long as they can drag themselves around, women continue to work and perform their household duties. They have been led to believe that suffering is necessary because they are women. What a mistake!

The use of Lydia E. Pinkham's Vegetable Compound will banish pain and restore happiness. Don't resort to strong stimulants or narcotics when this great strengthening, healing remedy for women is always within reach.

### FREE MEDICAL ADVICE TO WOMEN.

If there is anything in your case about which you would like special advice, write freely to Mrs. Pinkham. No man will see your letter. She can surely help you, for no person in America has such a wide experience in treating female ills as she has had. She has helped hundreds of thousands of women back to health. Her address is Lynn, Mass., and her advice is free. You are very foolish if you do not accept her kind invitation.

For proof read the symptoms, suffering and cure recited in the following letters:

"DEAR MRS. PINKHAM:—I wish to express to you the great benefit I have derived from your advice and the use of Lydia E. Pinkham's Vegetable Compound. My trouble was female weakness in its worst form and I was in a very bad condition. I could not perform my household duties, my back ached, I was extremely nervous, and I could not eat or sleep, and the bearing-down pains were terrible. My husband spent hundreds of dollars to get me well, and all the medicine that the doctors prescribed failed to do me any good; I resorted to an operation which the physician said was necessary to restore me to health, but I suffered more after it than I did before; I had hemorrhages of the womb that nothing could seem to stop."

"I noticed one of your advertisements and wrote you for advice. I received your reply and carefully followed all instructions. I immediately began to get stronger, and in two weeks was about the house. I took eight bottles of Lydia E. Pinkham's Vegetable Compound and continued following your advice, and to-day I am a well woman. Your remedies and help are a Godsend to suffering women, and I cannot find words to thank you for what you have done for me."—MRS. LOTTIE V. NAYLOR, 1328 N. J. Ave., N.W., Washington, D. C.

"DEAR MRS. PINKHAM:—I write to tell you what Lydia E. Pinkham's Vegetable Compound has done for me."

"I was suffering with falling of the womb and could hardly drag about, but after taking five bottles of Lydia E. Pinkham's Vegetable Compound I was completely cured. I am now a well woman and able to do all my work."

"I think your medicine one of the best remedies in the world."—Mrs. J. M. LEE, 141 Lyndal St., Newcastle, Pa.

"DEAR MRS. PINKHAM:—Lydia E. Pinkham's Vegetable Compound has done a great deal for me. I suffered so much from falling of the womb and all the troubles connected with it. I doctored for years with doctors and other remedies but received only temporary relief."

"I began taking your medicine, and had not taken it long before I was feeling better. My husband said that I should keep right on taking it as long as it gave me relief from my suffering, as I could not expect to be cured by one or two bottles. I did so and am now able to be on my feet and work hard all day, and go to bed and rest at night. Thanks to your Vegetable Compound I am certainly grateful for the relief it gave me. It is the mother's great friend. I would not be without it in my house, for when I feel tired or out of sorts I take a few doses and feel all right."

"I would recommend your medicine to all tired mothers, and especially to those suffering as I was."—MRS. R. E. CHAMBERS, Bennet, Neb.

**\$5000 FORFEIT** If we cannot forthwith produce the original letters and signatures of above testimonials, which will prove their absolute genuineness. Lydia E. Pinkham Medicine Co., Lynn, Mass.

### FUTURE OF FURS.

Mole Skins Fashionable For Gowns, Trimmed Lining Ground.

Madam will have to pay more for her fur this year than ever before, and to buy a bit of sable is a privilege that only millionaire wives can enjoy, says the New York Press. The demand for fashionable furs is unprecedented. Moreover, fur will be worn on evening gowns, a fashion that prevailed twenty years ago. Mrs. Astor anticipated this decree of the fashion experts, and last year at her ball she wore emerald velvet with peignoirs edged with sable. Another woman of fashion, LaCye Rache Cunard, wore an ermine mantle with her evening gown, and the Countess de Castellane's sable stole never was dropped from her shoulders at the opera. Heads of animals will be used for this trimming, and it is said a pretty woman at Marienbad started the fashionable world by wearing the head of a mink in her hair one night. This is almost brutally original.

A new fur that is combined with tailor gowns is mole. The possibilities of this blind, grubbing animal were discovered by Mlle. Agnes Sorel, the actress. Last winter she wore a gown entirely of mole, relieved with ermine, and the effect was good, if a bit extreme.

Fur coats will be either tight fitting or else carelessly loose. The kimono shape will be clung to by stout women, but some of the importations show a "melted and poured into it" effect. Stoles, longer and broader than ever, will be worn. Capes are not considered for a moment, and high storm collars are being shown on costly wraps. Ermine is losing ground, and baby otter is increasing in favor. Some stupendous muffs will be shown. There is no limit to the size and breadth of the mellow shaped muff.

### Rusty Nail Wounds.

One of the very best remedies that can be applied to a wound made by a rusty nail and which is almost infallible in its cure is to take a quantity of peach leaves, beat them to a pulp and then apply them to the wound, and in a very short time an improvement will be noted in the wound.

### STATE LINES.

The native born in Massachusetts are not reproducing themselves. They have fewer children than the French have.

Warden Osborne of the New Jersey state prison at Trenton has persuaded the prison board to abolish stripes, and now the convicts wear suits of grayish blue.

The 12,500,000 sheep in Montana yielded this year 37,500,000 pounds of wool, which, at 16 cents a pound, brought \$6,000,000 cash. Baled, this wool would fill forty miles of freight cars, and the sheep, if killed, would produce \$250,000,000 worth of mutton.